

## 1.0 PURPOSE OF AND NEED FOR ACTION

There are no changes in this section of the Final Environmental Impact Statement and Section 4(f) Evaluation from those presented in the *Supplement to the Draft Environmental Impact Statement and Section 4(f) Evaluation (SDEIS)*, except as noted by the use of boldface type. The changes are primarily editorial, with additional information added to Section 1.2.

### 1.1 History of Project

Planning for a highway in the FAP Route 340 corridor began in the early 1960's and has continued intermittently for over 30 years. During this time the project name has changed several times. In April 1963, the State of Illinois initiated a Location Study for the proposed Federal Aid (FA) Route 61. The study limits were from Interstate Route 90 (now Interstate Route 290) near Addison to a southern terminus at Interstate Route 80 at New Lenox. On completion of the study, the State conducted Public Hearings in New Lenox, Downers Grove, and Lombard in December 1964. Based on these meetings, alternate alignment variations were developed.

In January 1966, the Northeastern Illinois Planning Commission (NIPC) advised adoption of an alignment. On March 22, 1966, another Public Hearing was held for that portion of FA Route 61 between Interstate Route 90 and Roosevelt Road. In December 1968, the proposed centerline alignment for FA Route 61 was recorded in DuPage and Will Counties from Interstate Route 80 to Roosevelt Road. By recording the alignment and gaining the cooperation of local agencies, it was intended to protect a right-of-way in a rapidly developing area.

By 1969, the proposed freeway was in the design stage. However, in that year Congress passed the National Environmental Policy Act (NEPA), resulting in restructuring the Federal Highway Administration's (FHWA) planning requirements. This act led to reorganization of the planning efforts for FA Route 61. Between 1969 and 1974, design contracts were awarded for all sections of the proposed route, and right-of-way acquisition was undertaken. In late 1974, based on the new NEPA requirements, design and right-of-way acquisition were halted and development of a Draft Environmental Impact Statement and Section 4(f) Evaluation was begun. This work continued through 1975 and included informational meetings to familiarize the public with the project. The proposed route was redesignated by the FHWA as FAP Route 431 in 1975.

During 1976, the study was delayed to meet the requirements of the federal transportation planning process. These guidelines required projects, such as FAP Route 431 (as FAP Route 340 was then known), to be coordinated with responsible planning organizations in the project area; at this time, two organizations - NIPC and the DuPage County Regional Planning Commission - were in the process of completing studies which affected the planning for FAP Route 431. Subsequently, both studies reaffirmed the need for additional transportation facilities, specifically FAP Route 431.

In late 1979, preparation of the *Draft Environmental Impact Statement and Section 4(f) Evaluation* for FAP Route 431 was resumed. This work was halted again in 1980 due to funding constraints. In 1983, the State of Illinois requested the Illinois State Toll Highway Authority (ISTHA) to prepare a feasibility report of FAP Route 431 to determine whether it could be built and operated as a tollway. This resulted in the project being split into two sections with ISTHA being authorized to

construct the North-South Tollway by Senate Bill 1733 on August 15, 1984. The North-South Tollway, opened December 1989, provides a connecting link in the access-controlled highway system between Illinois Route 53 (now Interstate Route 355) at Army Trail Road at its northern end to an interchange with Interstate Route 55 on the southern end.

In early February of 1987, the study of the freeway between Interstate Route 55 and Interstate Route 80 was resumed. Notice of Intent to prepare an Environmental Impact Statement and Section 4(f) Evaluation was published in the Federal Register on May 11, 1987. In 1990 the proposed highway was redesignated by FHWA as FAP Route 340. The Phase I project includes a Combined Location/Design Report and Environmental Impact Statement and Section 4(f) Evaluation for FAP Route 340 in a corridor generally following the previously recorded centerline alignment in Cook, DuPage and Will counties, for a length of approximately 12.5 miles.

In July, 1993, the Illinois State Legislature passed legislation enabling the Illinois State Toll Highway Authority (ISTHA) to develop FAP Route 340 as a tollway. ISTHA is now involved in the development of this document as a cooperating agency. A series of three public meetings were held within the project area to present various alternate alignments being evaluated and to receive public input. A *Draft Environmental Impact Statement and Section 4(f) Evaluation* was completed in July, 1994 and distributed for public review. Public Hearings for the project were held in November, 1994. *A Supplement to the Draft Environmental Impact Statement and Section 4(f) Evaluation* was completed in June, 1995 and distributed for public review.

## **1.2 Purpose and Need**

The purpose of the construction of FAP Route 340 is to provide a **[word deleted]** north-south **transportation corridor [word deleted]** linking Interstate Route 55 and Interstate Route 80 thereby **[word deleted]** **providing a more efficient and better balanced transportation system that addresses existing and projected transportation demands within Will County and the region. An improved transportation facility would help to more efficiently move goods and people to and from their destinations within the county and region. The facility would also improve local travel times in Will County on the presently fragmented north-south highway network in the study area. Growth occurring in Will County and in areas adjacent to the project corridor may, in time, result in a density level high enough to warrant the establishment of a mass transit facility. This would reduce the demand on highway expansion elsewhere.**

**The Recommended Action** joins Interstate Route 355 at the Interstate Route 55 interchange **and thereby** extends the continuity of the **current** roadway system. Ending the project at Interstate Route 80 provides access to a major east-west freeway serving southern communities such as New Lenox and Joliet. This interchange location was selected to minimize the disturbance to existing development and the natural environment. The termini have been established so that FAP Route 340 can function independently without forcing further improvements which may have impacts not addressed in the environmental studies, and so that the project does not restrict consideration of other **[phrase deleted]** transportation improvements **that may be considered in the future.**

The need for the construction of a highway along the north-south FAP Route 340 corridor has been an element of regional and county transportation plans for over thirty years. As the Northeastern Illinois region continues to expand, traffic volumes are also increasing on the existing roadway network. As projected by the Chicago Area Transportation Study (CATS), by the year 2010, traffic in the study area is expected to grow from its present volumes. The Average Daily Traffic (ADT) for the FAP Route 340 corridor for the years 1992 (existing), 2010 (build), and 2010 (no build) as prepared by CATS is shown in Exhibit 1-3. Based on these forecasts, FAP Route 340 would carry over 31,000 vehicles on a daily basis in the Year 2010. These volumes would vary from 33,100 vehicles at the northern portion (north of 127th Street) to 35,600 vehicles at the southern section (south of U.S. Route 6). The traffic projections are based on the Northeastern Illinois Planning Commission (NIPC) 2010 Adopted Forecast for Land Use and Employment. NIPC's policy has been to develop one land use plan that specifies the desired future land use scenario for the development of the Northeastern Illinois region. Transportation planning is used as a tool to achieve that plan. Without FAP Route 340, these projected volumes would be loaded on the already congesting arterial and local roadways. A second set of traffic projections has been developed for the FAP Route 340 corridor by ISTHA (Exhibit 1-4).

### **Regional:**

FAP Route 340 would serve as an extension link in a potential circumferential route in the Chicago metropolitan planning area. The circumferential route would consist of Interstate Route 290 (and Illinois Route 53) in Cook County, Interstate Route 355 (North-South Tollway) in DuPage County, **recommended** FAP Route 340 in DuPage, Cook and Will Counties and Interstate Route 80 in Cook and Will Counties into Indiana. This route would provide expressway level continuity from the Lake-Cook County line to Indiana. The proposed Lake-Will Expressway North (Illinois Route 53, FAP Route 342) extension to the Tri-State Tollway (Interstate Route 94) would provide a connection north into Wisconsin (see Exhibit 1-1).

The regional goals of the **recommended** FAP Route 340 project can be summarized as follows:

- Completion of an intended and regionally planned for link in the Interstate system.
- **Accommodation of through trips bypassing the more congested routes such as Interstate Routes 294, 90 and 94. For example a highway solution could be the completion of a third through route tying Interstate Route 80 and the Northwest Tollway (Interstate Route 90). The other two through routes are Interstate Route 294 (Tri-State Tollway) and Interstate Route 90/94 (Calumet Expressway, Dan Ryan Expressway, and the Kennedy Expressway). An additional three "hybrid" routes using Interstate Route 290 in combination with existing two through routes can also be used.**
- Relieving a portion of the congestion experienced at system ramps such as Interstate Route 90/94 to Interstate Route 290 and Interstate Route 294 to Interstate Route 290. The effect on through trips is expected to be a balancing effect, rather than the relief of all interstate congestion.

The interstate highway system in the Chicagoland Area (operated by the Illinois Department of Transportation (IDOT) and ISTHA) was developed in the late 1950's and early 1960's. The system has been of great benefit both regionally and nationally. However, extensive use of the system by commuters, freight trucks, and local residents has led to severe traffic congestion. Congestion that

results from capacity limitations on both the regional system level and local level is significant and increasing each year. At a regional level, the purpose and need for the **recommended** improvement can be demonstrated in terms of delay. Travel delays due to congestion are costly in terms of inefficiencies. Overall, a reduction in traffic delays due to congestion would lead to increased productivity, reduced user costs, lower prices resulting from lower shipping costs and increased safety.

Table 1-1 shows the average delays during the peak hours on selected elements of IDOT's portion of the system. Interstate Routes 94 and 290 were specifically selected to demonstrate delays on the system for a vehicle attempting to travel from Interstate Route 80 to the Northwest Tollway (Interstate Route 90). Depending on the time of day, delays could be over 60 minutes. FAP Route 340 would allow a vehicle to bypass some of these delays. Should the project be constructed, a vehicle traveling from Interstate Route 80 to the Northwest Tollway would be expected to select the route with the shortest delay. FAP Route 340 would provide a third choice through the Chicago area.

**Table 1-1**  
**Average Peak Hour Delay\*\***

	<u>I-290 Outbound</u> (Loop to NW Tollway)	<u>I-290 Inbound</u> (NW Tollway to Loop)	<u>I-94 Outbound</u> (Loop to I-80)	<u>I-94 Inbound</u> (I-80 to Loop)
Free Flow Time *	31 min	31 min	23 min	23 min
Avg Peak Hour AM Time	60 min	70 min	35 min	45 min
Avg Peak Hour PM Time	80 min	65 min	60 min	35 min
Avg AM Delay	29 min	39 min	12 min	22 min
Avg PM Delay	49 min	34 min	37 min	12 min

*Data source: IDOT Oak Park Traffic Systems Center Database*

*Sampling Period: First two weeks of May, 1994*

\* Uses 60 mph average travel speed

\*\* Does not include ramp delay

The focus of the interstate system during the initial development stages was on the job center in the City of Chicago. Over the last twenty years, jobs have spread to other locations such as northwestern Cook County, DuPage County, and southern Lake County. The region's Interstate Highway system was not designed to accommodate the north-south oriented trips generated by the shift of employment locations. The movement of jobs into the outlying areas of the Chicago region continues. Table 1-2 shows the changing character of work trips originating in Will County.

**Table 1-2**  
**Will County Census Work Trip Summary**

**DESTINATIONS \***

Date	Cook County	DuPage County	Kane County	Lake County	McHenry County	Will County	Outside Region	Total Work Trips
1990	55,224	26,333	2,361	613	50	78,614	7,050	170,245
1980	40,975	12,177	1,627	78	26	75,175	5,300	135,358
1970	20,273	3,533	1,133	247	7	63,957	3,073	92,223

*Based on CATS Transportation Facts Volume 10 Number 3*

\* All trips originate in Will County

Table 1-2 demonstrates that the total number of census work trips originating in Will County has increased dramatically in the last twenty years. Additionally, the work trips to DuPage County have seen the largest percentage increase. The DuPage County and northwest Cook County employment centers generate work trips that are oriented north-south, a direction that the existing highway system does not accommodate well. FAP Route 340 would meet the need of an additional north-south oriented highway.

**Other areas of the northeastern Illinois region have been experiencing economic vitality, as shown by Table 1-2, yet they are located further from the Chicago Central Business District (CBD). FAP Route 340, by providing improved access to the area, could provide opportunity for additional job creation. This increase of jobs could provide a greater balance between jobs and housing in northern Will County.**

The existing regional north-south routes for commuter and truck traffic are Illinois Route 53 to the west of the study area, Interstate Route 294 to the east, and Interstate Route 355 directly north. The first two existing routes are becoming less effective for truck traffic and intercity traffic as both are operating at or over capacity at peak hours with increased use by commuters. The third route provides a north-south connection from Interstate Route 290 to Interstate Route 55, where traffic must then go east or west. Thus, there is a need for a new route to provide continuity south of Interstate Route 55. If the growth of population and employment projected by the Northeastern Illinois Planning Commission as contained in the 2010 Transportation System Development (TSD) Plan, occurs, correcting traffic problems later would be difficult and more costly.

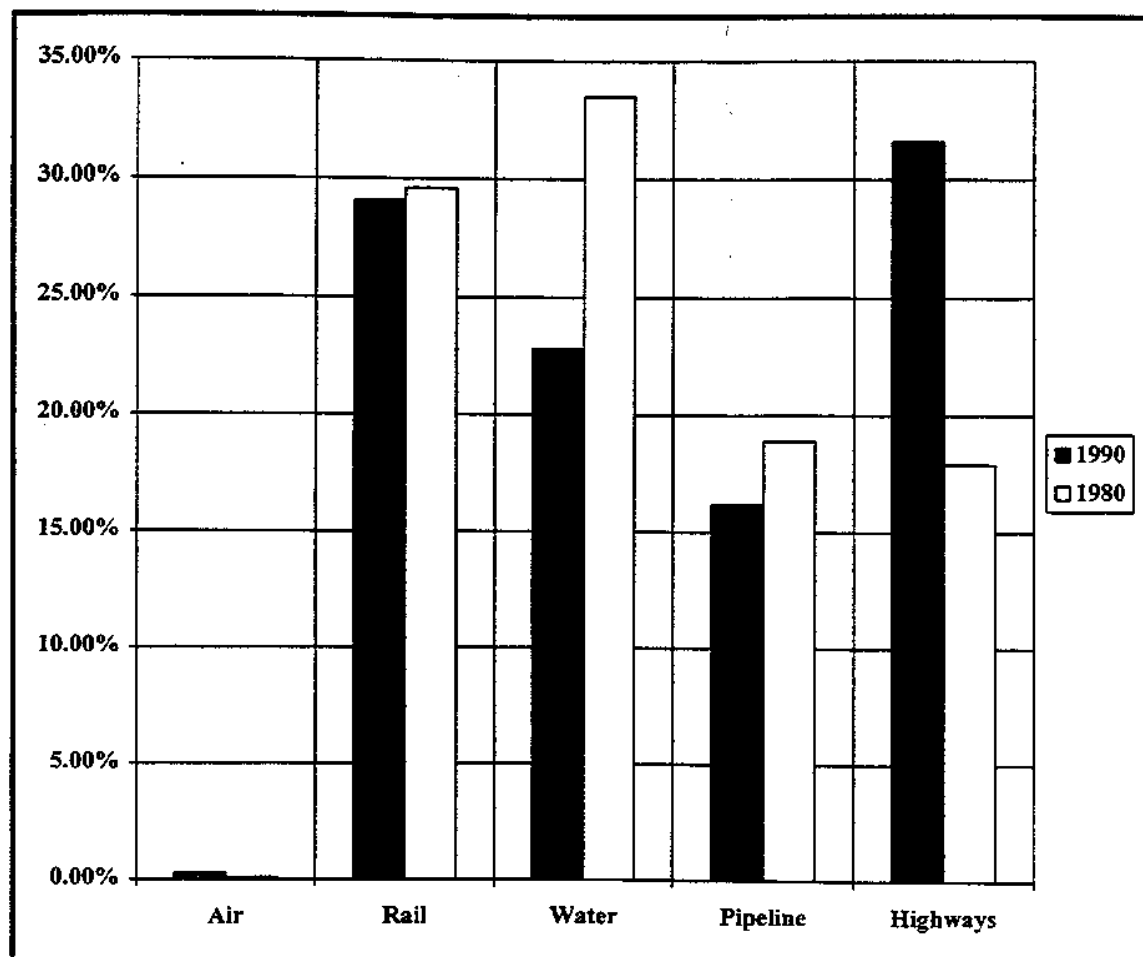
Table 1-3 illustrates that nationally, freight shipments via highways has nearly doubled as a percentage of total volume between 1980 and 1990. This trend is expected to continue.

The entire Lake-Will County highway transportation corridor was begun with the construction of a freeway from Army Trail Road to Dundee Road in 1971. The next piece of the system, Interstate Route 355 from Interstate Route 55 to Army Trail Road opened in 1989. The portion of the system presented in this document, FAP Route 340, has been included in virtually all regional and local land use plans.

In 1962, The Chicago Area Transportation Study (CATS) completed the original Chicago Area Transportation Study Volume III Transportation Plan for the design year of 1980. This plan identified the need for a highway in this corridor and recommended its construction. The need for the highway has been restated in each of the subsequent regional transportation plans prepared by CATS, designated as the Metropolitan Planning Organization (MPO) for Northeastern Illinois. The Interim Plan (completed in 1971), the 1995 Transportation Plan, (completed in 1974) and the Year 2000 Transportation System Development Plan, (completed in 1980, and updated in 1981 and 1983) all recommended an expressway facility in the FAP Route 340 corridor.

The region's current Transportation System Development (TSD) Plan also recommends the project. In the 2010 TSD Plan the proposed FAP Route 340 project (called the Lake-Will Expressway South) is recommended as a priority project. The 2010 TSD Plan was adopted by the Northeastern Illinois Planning Commission (NIPC) on June 18, 1992; endorsed by the Regional Transportation Authority (RTA) on April 6, 1989; and endorsed by the CATS on April 12, 1989.

**Table 1-3**  
**National Freight Transportation**  
**by Mode**



The plan development process for the 2010 TSD Plan included a technical evaluation component as well as an extensive public participation component. A set of goals and objectives was established to provide the framework for the plan. Each candidate project was evaluated with measures that were developed from these goals and objectives. The establishment of the goals and objectives, the evaluation measures, the performance of projects against these measures and other aspects of plan development were all discussed and debated in the public review process. The 2010 TSD Plan is constrained by expected financial resources. Thus, only a small subset of all candidate projects were chosen for inclusion in the plan. The inclusion of the Lake-Will Expressway South in the 2010 TSD Plan represents a decision by the region that the facility is a regional need.

### **Local:**

Locally, capacity is limited on the existing arterials as a result of the numerous access points, low speed limits, and some at-grade signalized intersections. Construction of FAP Route 340, a major north-south route, would provide additional capacity, accessibility, and mobility to the local roadway network and therefore, decrease traffic demands on parallel routes such as Illinois Route 53 and Lemont Road/State Street, and reduce congestion on the minor collector roads. Local travel would be improved by reducing circuitous trips. The area is currently served by an inefficient roadway network. The rapid growth occurring in DuPage, Homer, Lemont, and New Lenox Townships (See Table 2-2) renders the existing transportation network inadequate.

In 1980, DuPage County's Year 2000 Street and Highway Plan was adopted by the County's Regional Planning Commission, the County Board, and the DuPage County Mayors and Managers Conference. This Plan recommended the construction of two new major highways: FAP Route 340 (the recommendation applied primarily to DuPage County) and the Elgin-O'Hare Freeway (FAP 426). The preliminary Year 2005 Transportation Plan reiterates these recommendations.

The Will County Highway Study, Recommended Long Range, Major Improvement Program (1984) also projects that traffic volumes will grow and north-south roads will suffer congestion. The study reported that in terms of gross lane sufficiency, only FAP Route 340 (as a freeway) provides enough capacity to serve peak hour traffic adequately. Will County's study also indicates that FAP Route 340 would divert traffic from Lemont Road and Illinois Route 53, easing the long-range traffic problems predicted on these routes.

Will County officials recognize the need for transportation planning for improvements on a regional basis because of the number of trips in Will County having either their origin or destination outside of the county. The substantial growth in DuPage county has caused, and will continue to cause, major north-south travel across the DuPage/Will County line as stated in the Highway Study, Recommended Long Range, Major Improvement Program which is based on CATS analysis.

As part of the local transportation and land use planning process, Will County completed the Highway Study, Recommended Long Range, Major Improvement Program in June 1984. Will County is in the process of updating their transportation plan, and recently held hearings in January of 1995. Several alternatives and ideas suggested in discussions with local, regional, and state agencies were evaluated based on providing improved or new accessibility for land-use, increase in

traffic capacity to efficiently serve peak-hour demand, and/or identifying opportunities where the options for future street improvements should be protected as part of long-range system development. In this study FAP Route 340, between Interstate Route 55 and Interstate Route 80 was considered a preferred alternative. The industrial and office development would be concentrated around the highway interchanges and near the freeway. The freeway alternate would provide greater peak hour capacity than arterial roadway improvements.

FAP Route 340 was identified as fulfilling several primary goals and objectives of Will County including:

- Capacity to accommodate peak-hour traffic volumes,
- Convenience in access and circulation throughout the County,
- Safe and efficient operation, and,
- Provision of roadway accessibility to existing and developing land uses as well as proposed developments.

The FAP Route 340 corridor represents a major new transportation resource for the County. It corrects system deficiencies in two ways:

- The entire route represents an effective connection between the northern and central (most developed) portions of Will County and the many major land uses providing mobility and employment opportunities in DuPage County and northwest Cook County; and,
- Within the study area, there are only a limited number of north-south crossings of the Des Plaines River. Through the development of the project, an environmentally sound crossing of the river will be provided. The new crossing of the Des Plaines River would reduce travel demands on the remaining crossings while providing additional accessibility across the river.

The Des Plaines River Valley has been and continues to be a barrier to local vehicular transportation in the area. A limited number of crossings exist and each has limitations. The crossings and their attributes are listed below. Exhibit 1-2 shows the location of these crossings.

- Illinois Route 83 - a four lane bridge in an environmentally sensitive area. The route is very congested. Expansion of this facility has been studied by IDOT in 1994 and has been found to be not practicable.
- Lemont Road - a four lane bridge built in 1983. The route is constrained on the south end as the road passes through a residential section along with two churches and parochial schools in the Village of Lemont. Expansion of this route would have potentially adverse social and economic impacts to the Village. These impacts might range from large tracts of right-of-way acquisition and displacements to historic district impacts.
- Illinois Route 7 - a two lane bridge. The existing structure is unlikely to be expanded due to adjacent sensitive lands as well as an adjacent historic district in Lockport. Additionally, Illinois Route 7 is oriented east-west which does not meet the need of a north-south route.
- 135th Street - a replacement structure is planned for a bridge that was closed in 1990. The structure is anticipated to be a four lane structure with a bike lane. 135th Street is a local



route that does not connect well to the existing highway network. The bridge would also be oriented east-west.

## **1.2.1 Land Use Plans and Economic Development**

### State/Regional Perspective

Based on the NIPC Regional Land Use Policy Plan (1984), and supported in the Strategic Plan for Land Resource Management (1992) expanding the transportation systems to accommodate new land developments should be limited to areas where land development is predicted in regional, county, and municipal land use plans. FAP Route 340 is consistent with this goal. In addition, the plan also said that land use development in the vicinity of a freeway should be carefully coordinated to support and strengthen the transportation system to create a compatibility between local land use and the transportation facility, and to encourage development beneficial to communities.

The 2010 TSD Plan indicated that the economic strength of Northeastern Illinois rests in large part on its continuing role as the nation's transportation hub. To maintain the region's preeminent role, public agencies must provide programs, facility improvements, and new facilities which attract freight traffic and stimulate economic growth.

FAP Route 340 will improve the economic viability of the region, and would also upgrade regional accessibility to two specially designated areas, shown in Exhibit 1-2. The first area is along the Illinois and Michigan (I&M) Canal between Joliet and Lockport that is designated by the State of Illinois as an Enterprise Zone; special incentives are provided to attract economic development to this area. The second area is a corridor federally designated as the I&M Canal National Heritage Corridor. This area includes a series of tourist and recreational attractions developed along the I&M Canal.

### County Perspective

Recent land use plans that assume construction of the highway include the DuPage County Land Use Plan, adopted in 1985; and the Will County Land Resource Management Plan, adopted October 1990. The inclusion of the planned freeway in land use plans for the area has helped delineate a corridor, that is available for development of a new highway link between Interstate Route 80 and Interstate Route 55.

Much of the planning in Will County has progressed on the assumption of the construction of FAP Route 340; its existence is interwoven with the County's land use planning and economic development proposals. The existing land use plan indicates that Will County's future depends on maintaining its potential as an industrial center while at the same time preserving its natural resources. One of the means proposed to accomplish this is to direct growth into the northern areas of the county that are already developed and to reduce development pressures on open areas in the south.

FAP Route 340, a freeway, would be a major improvement in mobility and accessibility within the north/northwestern part of Will County and would help to structure development in Will County that would otherwise tend to be distributed into more low density development. Interchange

locations would be carefully chosen based on areas selected for growth and development to be consistent with Will County's objective that the residential and employment growth be closely related to transportation system improvements.

Will County's population is estimated to grow from the 325,000 persons in 1980 through 357,000 in 1990 to 472,000 in 2010 while employment growth will increase from 92,000 to 134,000 during the period from 1980 to 2010. Growth is expected to be concentrated in the north and northwest parts of the County. These growth patterns indicate a much stronger link to DuPage County, which is projected to have a major increase in employment (357,000 jobs from 1980 to 2010 as projected by NIPC) which will in turn attract residents from Will County. FAP Route 340 will improve access between these two counties and reinforce the growth patterns in this part of the County.

### Local Perspective

Several local communities have included FAP Route 340 in existing and future planning documents as a key component in their planned expansion and economic development. It is viewed as a factor by which to manage industrial and office development along FAP Route 340.

The Village of Lemont has included the future interchange at 127th Street on its community brochure. The Village of Lemont has also adopted a comprehensive land use plan identifying the interchanges at 127th Street and 143rd Street as part of the proposed business development. The City of Lockport has included the FAP Route 340 freeway in its adopted Comprehensive Master Plan with an interchange at Illinois Route 7 as a center of office/industrial development to be annexed by the City. The City of Romeoville and the Village of New Lenox have comprehensive planning documents presently in process, each of which will include FAP Route 340 as a key to local economic development. The City of Joliet, while not directly on the alignment, has also incorporated FAP Route 340 into their planning assumptions. The City of Woodridge has expressed support for increased access and development associated with the construction of FAP Route 340. The Interstate Route 355 Corridor Planning Council (**renamed Heritage Planning Council**) was formed in 1992 with representatives from each of the local governmental agencies. The council monitors developments along the corridor and is intended to provide a means of developing a common vision for future land use that will be compatible with the transportation network.

### **1.2.2 Community Linkage**

The 2010 Transportation System Development (TSD) Plan written by CATS states that one of the goals of the 2010 TSD Plan is to "provide personal and business users with safe, economical and efficient transportation service in response to their needs". The objectives of this goal include: minimizing travel time and costs, developing a system that responds to both existing and new travel patterns, and improving access to and distribution within the region's major employment centers. FAP Route 340 will accomplish these objectives first by joining the seven local communities (Bolingbrook, Woodridge, Lemont, Romeoville, Lockport, Joliet, and New Lenox), and secondly by providing a connection between the area as a whole and the business centers to the north.

Currently the local east-west roadway system allows for easy access to adjacent municipalities, while north-south travel is hindered by roads that are in poor condition (Gougar Road), not

continuous (Gougar Road, Cedar Road), or congested (Illinois Route 53). As a high speed, access controlled highway, FAP Route 340 will compensate for some of these deficiencies and thus reduce travel time and costs for commuters in the project vicinity.

Due to the rapid growth in Homer Township, the area has experienced an increase in trip generations as noted in Technical Memorandum Number 1: Status Report, Will County Transportation Study prepared for Will County Development Department, November, 1982. Internationale Centre, a developing industrial and office complex located south of Interstate Route 55, is beginning to generate high traffic volumes as a major employment center. The proposed freeway will join adjacent expanding communities by supplementing the transportation network with an efficient local connecting route that limits access to the carefully spaced interchange locations.

On a regional level, FAP Route 340 will be an extension of the highway network that includes Interstate Route 355 (the North-South Tollway) and Interstate Route 290. Completing the continuous, high speed facility will notably reduce travel time and costs for the longer trips between the Joliet area and the various business and office complexes located in the northwest suburbs near Schaumburg. FAP Route 340 will create improved linkage between northern Will County communities, such as Joliet, and growing employment centers and cities along the interstate system to the north. The South Suburban corridor of the future would further connect this system to Indiana. Corridor of the future refers to an identified project or corridor that addresses a future need as described in CATS 2010 TSD Plan.

With regards to a potential bikeway, one opportunity is to link communities north and south of the Des Plaines River Valley to local forest preserves and bikeways - both existing and proposed. At the south end of the FAP Route 340 corridor, the newly acquired Old Plank Road Trail and the proposed greenway along Spring Creek could be joined to areas at the north end of the corridor such as the Centennial Trail, Keepataw Forest Preserve, Cook County Forest Preserve and Black Partridge Nature Preserve. A bikeway along FAP Route 340 would accommodate both transportation and recreational trips within the local communities. Throughout the length of the corridor, the bikeway would allow access to numerous local parks, forest preserves, shopping areas, municipal centers, libraries, schools, and employment centers.

### **1.3 Technical Reports**

In coordination with federal, state, and local agencies, several technical reports were prepared prior to the preparation of the **Final** Environmental Impact Statement and the Combined Location/Design Report. Much of the information presented in the **Final** Environmental Impact Statement (FEIS) comes from the information developed in the technical reports and represents comments received during the continuing development of the reports. The continuing dynamic nature of the technical information and studies made it unreasonable to finalize many of the technical reports as separate stand-alone documents. Continuous revisions and updates to individual and multiple technical reports were unmanageable with the parallel development of the FEIS. In order to provide the reviewers and decisionmakers the most relevant and current additional information or analysis available, the most up-to-date technical material from individual studies and analyses has been included in the FEIS. The reports are described below and are available for

public review at the District 1 office of the Illinois Department of Transportation in Schaumburg, Illinois.

- Land Use and Socioeconomic Conditions -- This report documents the existing social, economic, and land use conditions in the project area and the assessment of impacts of FAP Route 340. It also includes projections to identify trends expected to occur without the construction of FAP Route 340. (last revision 4/89)
- Agricultural Resources Technical Report -- This report describes agriculture in the project area and impacts to agriculture from the construction of FAP Route 340. Mitigation measures are also discussed. (last revision 8/91, **further revisions are in Supplement to the Draft Environmental Impact Statement and Section 4(f) Evaluation 6/95**)
- Air Quality Analysis -- This report summarizes the existing air quality within the project area and describes the expected changes in air quality with the construction and use of FAP Route 340. (last revision 5/91, further revisions are in *Supplement to the Draft Environmental Impact Statement and Section 4(f) Evaluation 64/95*)
- Noise Analysis -- The noise analysis report summarizes the existing traffic noise levels in the project area and the predicted traffic noise levels and noise impacts associated with FAP Route 340. The report also includes a discussion on traffic noise abatement and noise abatement likely to be incorporated into the project. (last revision 1/91, **further revisions are in Final Environmental Impact Statement and Section 4(f) Evaluation 12/95**)
- Wetlands Analysis -- Because of the large number of wetland areas within the project area, a separate report on wetland resources was prepared. The area wetlands were identified by location, size, type and habitat value. Impact to the wetlands were evaluated as well as proposals for mitigation. (last revision 9/89, further revisions are in Natural Resources Technical Report 6/91, revisions to wetland delineation are in the Illinois Natural History Survey 9/92, **further revisions are in Final Environmental Impact Statement and Section 4(f) Evaluation 12/95**)
- Natural Resources Technical Report -- This technical report documents the existing plant and animal communities and threatened and endangered vegetation and wildlife, and characterizes the lakes, ponds, rivers, and streams in the project area. The report includes a discussion on the impacts of FAP Route 340 on these resources and the mitigation **measures recommended**. (last revision 6/91, **further revisions are in Final Environmental Impact Statement and Section 4(f) Evaluation 12/95**)
- Draft Biological Assessment -- This report assesses the existing biological features in the Des Plaines River Valley and describes impacts of the proposed alignment. (Draft report 9/92, revised Draft 2/94)

- Evaluation of Proposed FAP Route 340 Runoff Impacts to Surface Waters -- This technical memorandum examines the potential receiving stream impacts associated with the discharge of highway runoff containing deicing chemicals. (9/93)
- Salt Spray Effects on FAP Route 340 -- This technical memorandum investigates possible salt spray effects upon the Hine's Emerald Dragonfly, possible changes in the woody plants within the wetlands, and potential upland forest impacts. (10/93, revised 5/2/94)
- Interim Congestion Management System Alternatives Evaluation for FAP Route 340 -- This report documents various congestion management system strategies that were considered in the development of the FAP Route 340 corridor. (Draft report 4/94, revised 6/94)
- Location Drainage Study -- This report analyzes existing drainage patterns and impacts to the patterns due to FAP Route 340. (Draft study 5/93, revised 12/93)
- Design Variation Concept Report -- This report describes the project history and alternatives investigated. It also discusses the various alternate alignments and the associated impacts. (last revision 8/89, further revisions are in *Draft Combined Location/Design Report* 5/94)